

BookletChart™

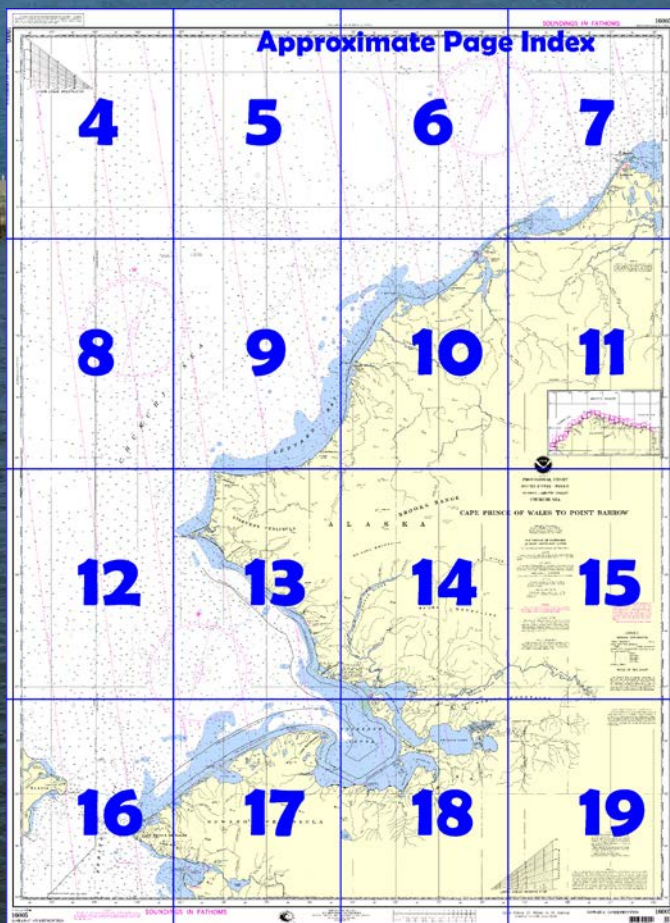
Cape Prince of Wales to Point Barrow NOAA Chart 16005



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

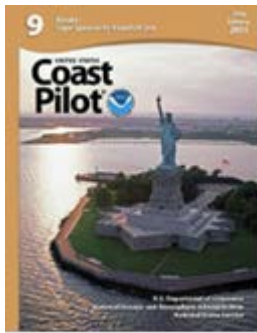
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16005>.



(Selected Excerpts from Coast Pilot)

Kotzebue is located on Baldwin Peninsula near the mouths of the Kobuk and Noatak Rivers about 11 miles N of Cape Blossom and on the outer S side of Hotham Inlet entrance. It is the second largest city in Arctic Alaska and is the shipping and transportation hub for the Northwest Arctic Borough. Kotzebue has a school, a hospital, hotels, stores, gas stations, churches, banking facilities and an airport. The airport has radiotelephone communication and is

marked by an aero-light and an aero-radiobeacon. There is a heavily trafficked harbor E of town with a pier in good condition. Vessels of less than 6-foot draft can reach the town with local knowledge. The channel

shifts and is difficult to follow. Seasonal buoys mark the entrance channel. Local pilots are available. Kotzebue is served by Northland Towing and Crowley Marine. Crowley maintains a fuel farm at Kotzebue from which its tugs and barges conduct re-supply runs to other villages. Deep-draft vessels approach Kotzebue as closely as possible and lighter their freight ashore. The usual anchorage for deep-draft vessels is in depths of 5 to 6 fathoms 3 to 6 miles SW of Cape Blossom; protection is afforded from N and E winds. The trip by small boat from the anchorage to Kotzebue is about 15 miles and over many sandbars that are constantly shifting; local pilotage is advised.

On July 14, 1967, a merchantman reported anchoring about 10 miles W of Kotzebue on the following bearings: Kotzebue aero radiobeacon tower, marked with a fixed red light and an alternating flashing green and white light, 078°; microwave "horns" or antennae, in about 66°50'N., 162°32'W., 094°; Cape Blossom Light, 121°; Igichuk Hills, 000°; and the left tangent of Cape Krusenstern (false cape), 325°. Caution is advised as vessels in this anchorage may be subject to ice damage during W winds.

Currents.—The average velocity of the tidal current is about 0.5 knot at the anchorage SW of Cape Blossom; the flood sets SE and the ebb NW. Observations at this location show a NW nontidal flow which sometimes has sufficient velocity to overcome the flood of the tidal current and produce a continuous NW current of varying velocity for days at a time. This NW flow attains maximum velocities of 1 to 2 knots at times of the tidal current's ebb strength.

Ice.—Average breakup in Kotzebue Sound at Kotzebue is about the last of May and average freezeup is in the latter part of October. Navigation is difficult from late October to the latter part of June and usually is suspended from the second week in November to mid-June.

Ice.—Average breakup at Point Hope is in the latter part of June and average freezeup is about the second week of November. Navigation is difficult from the latter part of November until mid-July and usually is suspended from early December until the latter part of June.

Kotzebue Sound, at the NE end of Seward Peninsula, is entered between Cape Espenberg and Cape Krusenstern, 33 miles to the N; depths are 6 to 9 fathoms throughout most of the sound.

The 30-mile W side of Kotzebue Sound from Cape Espenberg S is relatively shallow, with depths of 3 fathoms as far as 5 miles from shore; the land on this side is mostly low but a small hill is conspicuous about halfway between the cape and the S shore.

Cape Deceit Light(66°05'57"N., 162°45'02"W.) is shown seasonally from a skeleton tower with a red and white diamond-shaped daymark on the extremity of **Cape Deceit**, which is halfway along the S shore.

Deering, on the E side of Cape Deceit, has a school, stores, and radio communication; anchorage is available in depths of 5 fathoms 1 mile E of Cape Deceit Light.

Kiwalik Lagoon, in the SE corner of Kotzebue Sound, is shallow and has a mud bottom. A narrow channel winds through the lagoon to **Kiwalik River** which can be navigated only with local knowledge. Shallow-draft boats can operate in the lagoon during periods of high water, but the lagoon is almost dry when the water is lowered by adverse winds.

Kiwalik, on the gravel spit on the W side of the lagoon entrance, has a rough landing strip that will accommodate small planes. **Candle**, about 6 miles upriver from Kiwalik, has stores, a school, and a gravel airstrip.

Spafarief Bay, also in the SE corner of Kotzebue Sound but N of Kiwalik Lagoon, has depths of 3 to 5 fathoms.

U.S. Coast Guard Rescue Coordination Center **24 hour Regional Contact for Emergencies**

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

Table of Selected Chart Notes

KOTZEBUE HARBOR
Aids are placed each season to mark entrance channel. Sandbars in the approaches are constantly changing; local knowledge is advised.

NOTE B

Numerous obstructions are reported to exist in Elson Lagoon. The heaviest concentrations of obstructions are reported in the vicinity of the cove north of Brant Point. See chart 16082.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◦ (Approximate location)

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

Mercator Projection
Scale 1:700,000 at Lat 69° 00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

MAGNETIC VARIATION

Magnetic variation curves are for 2007 derived from 2005 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SUBSISTENCE WHALING IN THE BEAUFORT SEA

Mariners should be aware that Alaskan Natives engage in subsistence whaling in the Beaufort Sea from August 15 to October 31. Vessel operators are requested to contact the Alaska Eskimo Whaling Commission at (907) 852-2392, or aewcdir@barrow.com prior to entering this area for information about the location and avoidance of traditional Native hunting parties.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9990.....99,900 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).

M..... Master
W..... Secondary
X..... Secondary
Y..... Secondary
Z..... Secondary

EXAMPLE: 9990-X

RATES ON THIS CHART

9990-Z

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard, Geological Survey, and National Geospatial-Intelligence Agency.

NOTE C

Maritime boundary provisionally applied pending formal exchange of instruments of ratification.

According to Article 3 of the Agreement Between the United States of America and Russia on the Maritime Boundary, signed June 1, 1990:

"1. In any area east of the maritime boundary that lies within 200 nautical miles of the baseline from which the breadth of the territorial sea of Russia is measured but beyond 200 nautical miles of the baselines from which the breadth of the territorial sea of the United States is measured ("eastern special area"), Russia agrees that henceforth the United States may exercise the sovereign rights and jurisdiction derived from exclusive economic zone jurisdiction that Russia would otherwise be entitled to exercise under international law in the absence of the agreement of the Parties on the maritime boundary...

3. to the extent that either Party exercises the sovereign rights or jurisdiction in the special area or areas on its side of the maritime boundary as provided for in this Article, such exercise of sovereign rights or jurisdiction derives from the agreement of the Parties and does not constitute an extension of its exclusive economic zone. To this end, each Party shall take the necessary steps to ensure that any exercise on its part of such rights or jurisdiction in the special area or areas on its side of the maritime boundary shall be so characterized in its relevant laws, regulations, and charts."

HEIGHTS

Elevations of rocks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

NOTE X

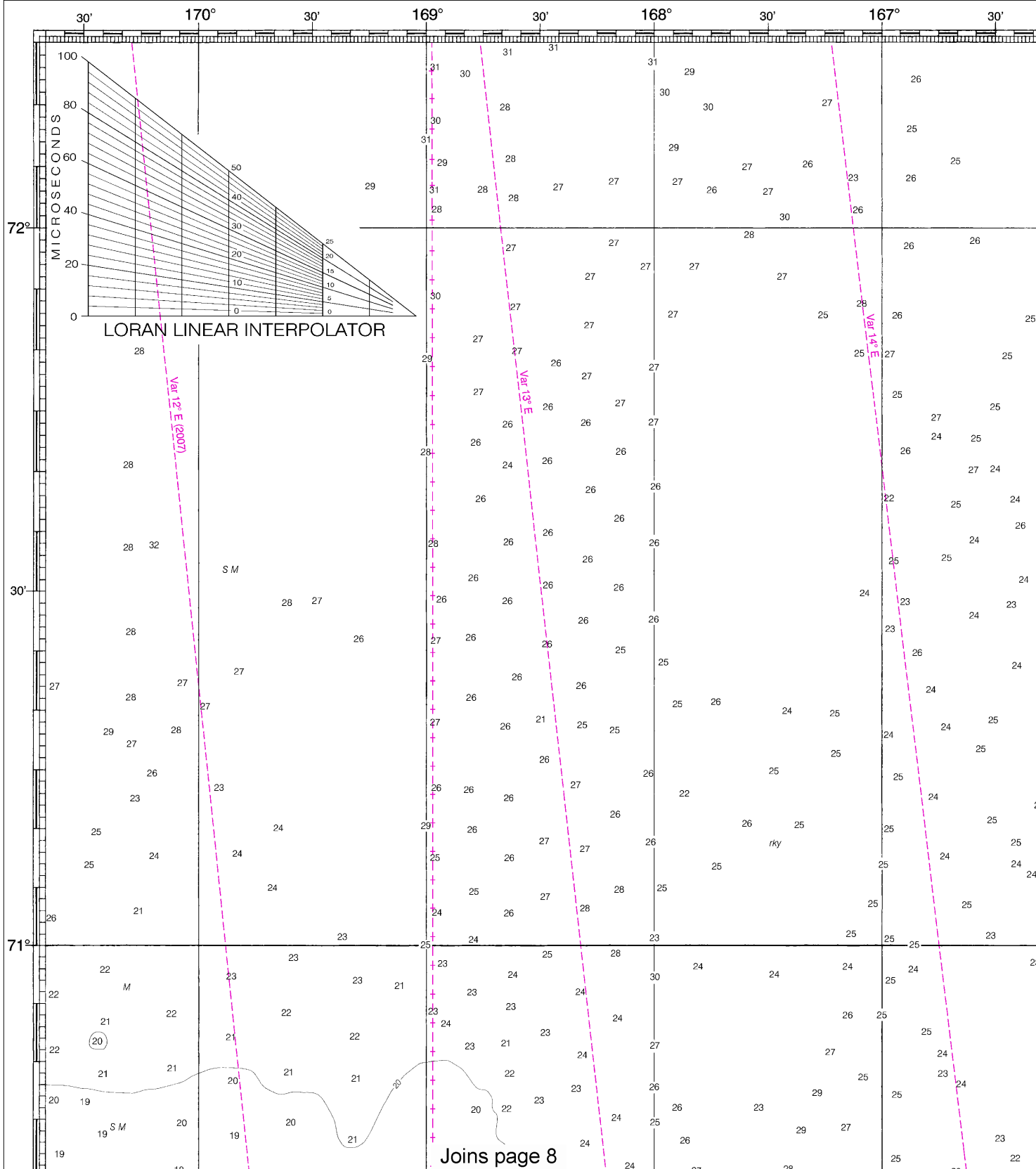
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

16005

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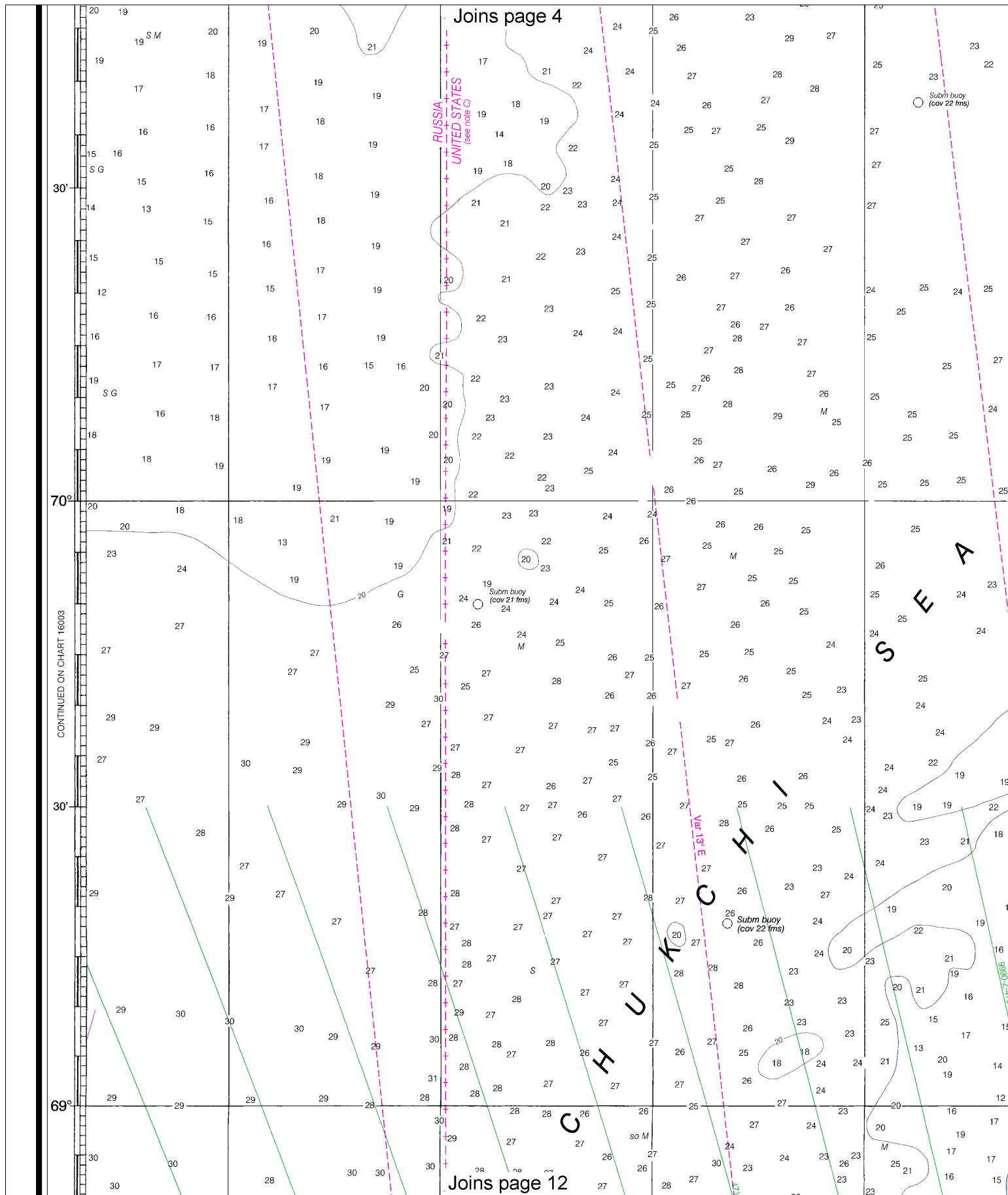
Note: Chart grid lines are aligned with true north.

5

LORAN-C OVERPRINTED



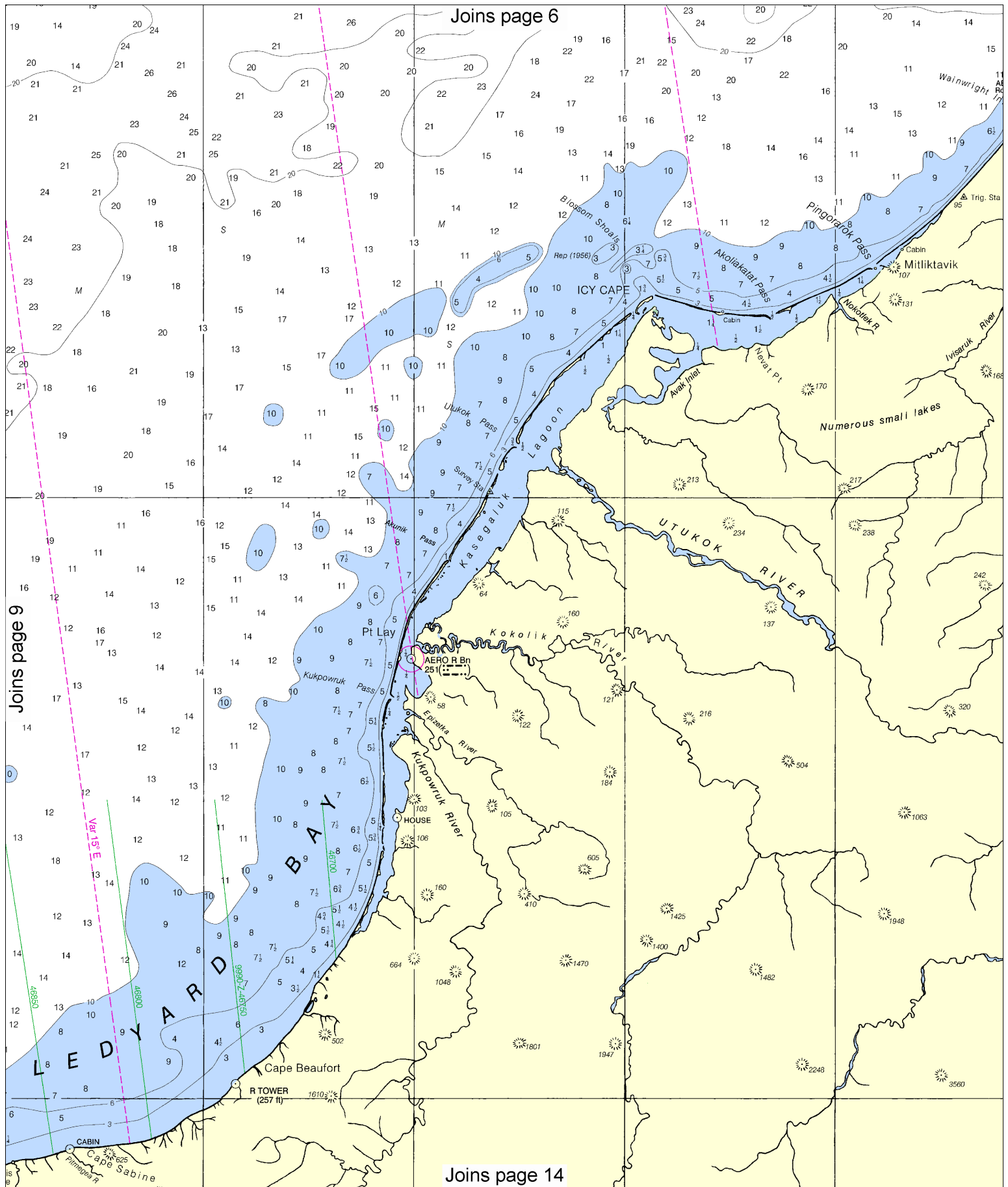
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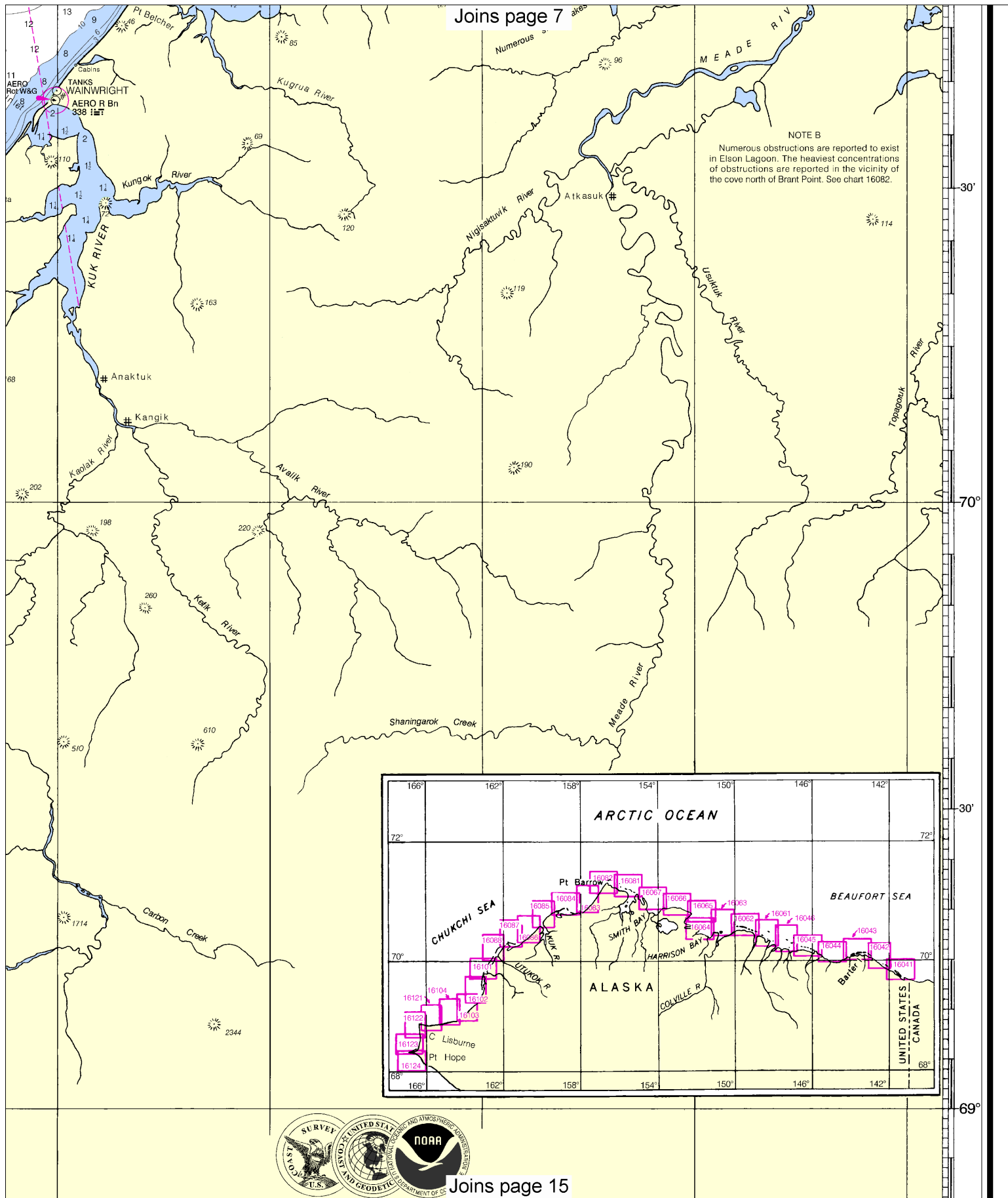


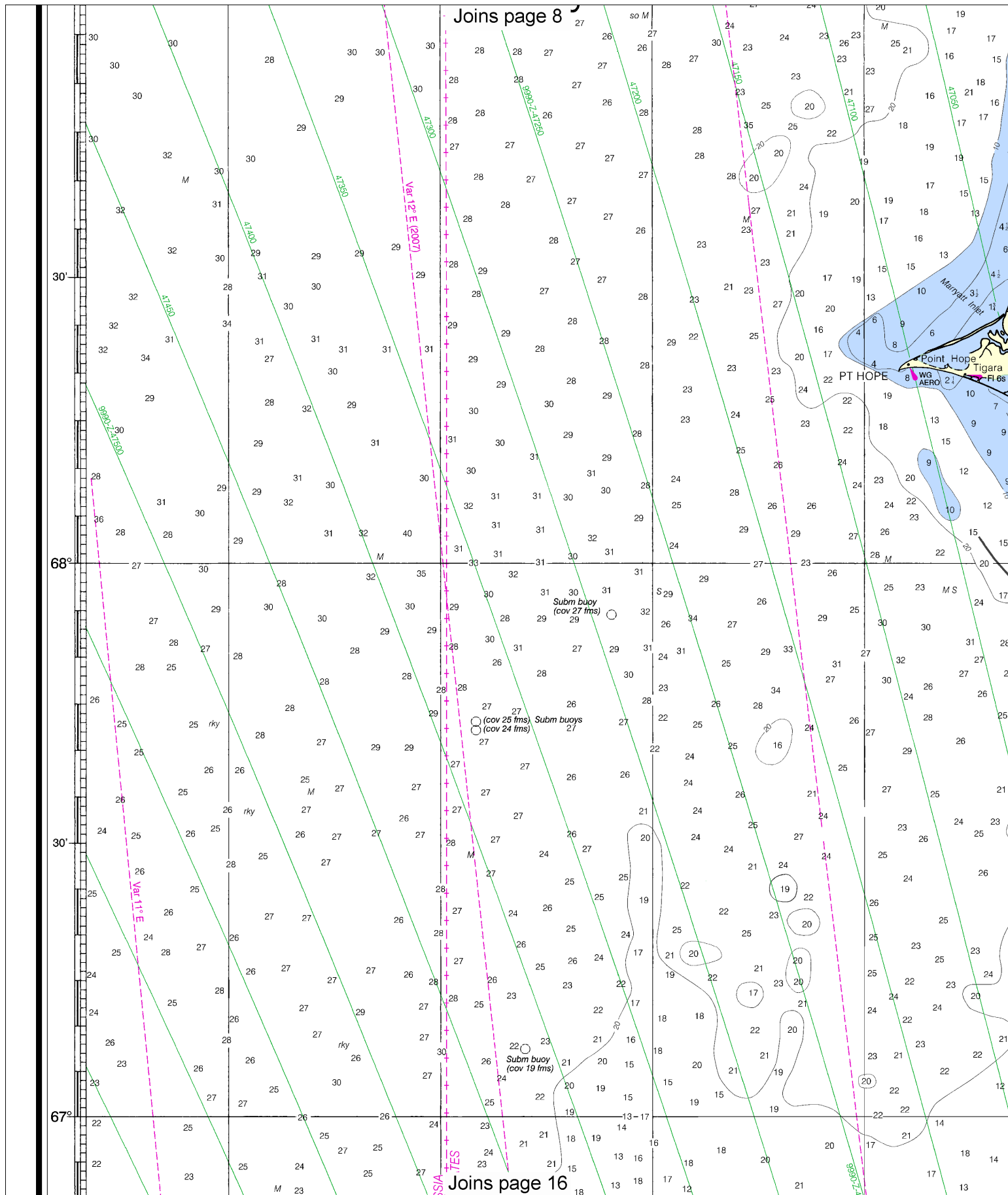
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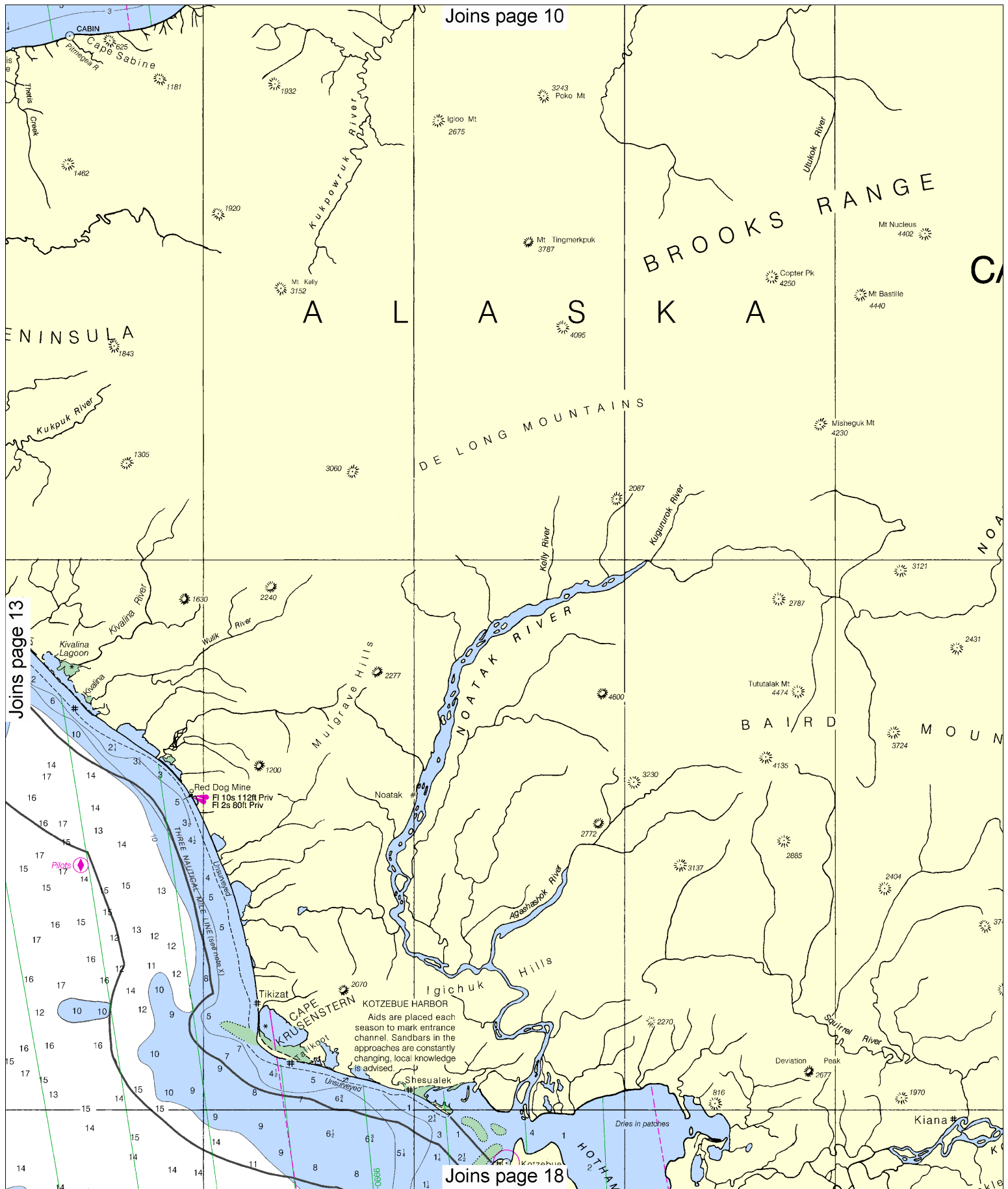






12

Note: Chart grid lines are aligned with true north.





THE NATION'S CHARTMAKER SINCE 1807

PROVISIONAL CHART

UNITED STATES - RUSSIA

ALASKA - ARCTIC COAST

CHUKCHI SEA

APE PRINCE OF WALES TO POINT BARROW

Mercator Projection
Scale 1:700,000 at Lat 69° 00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov.

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AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard, Geological Survey, and National Geospatial-Intelligence Agency.

SUPPLEMENTAL INFORMATION

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LORAN-C

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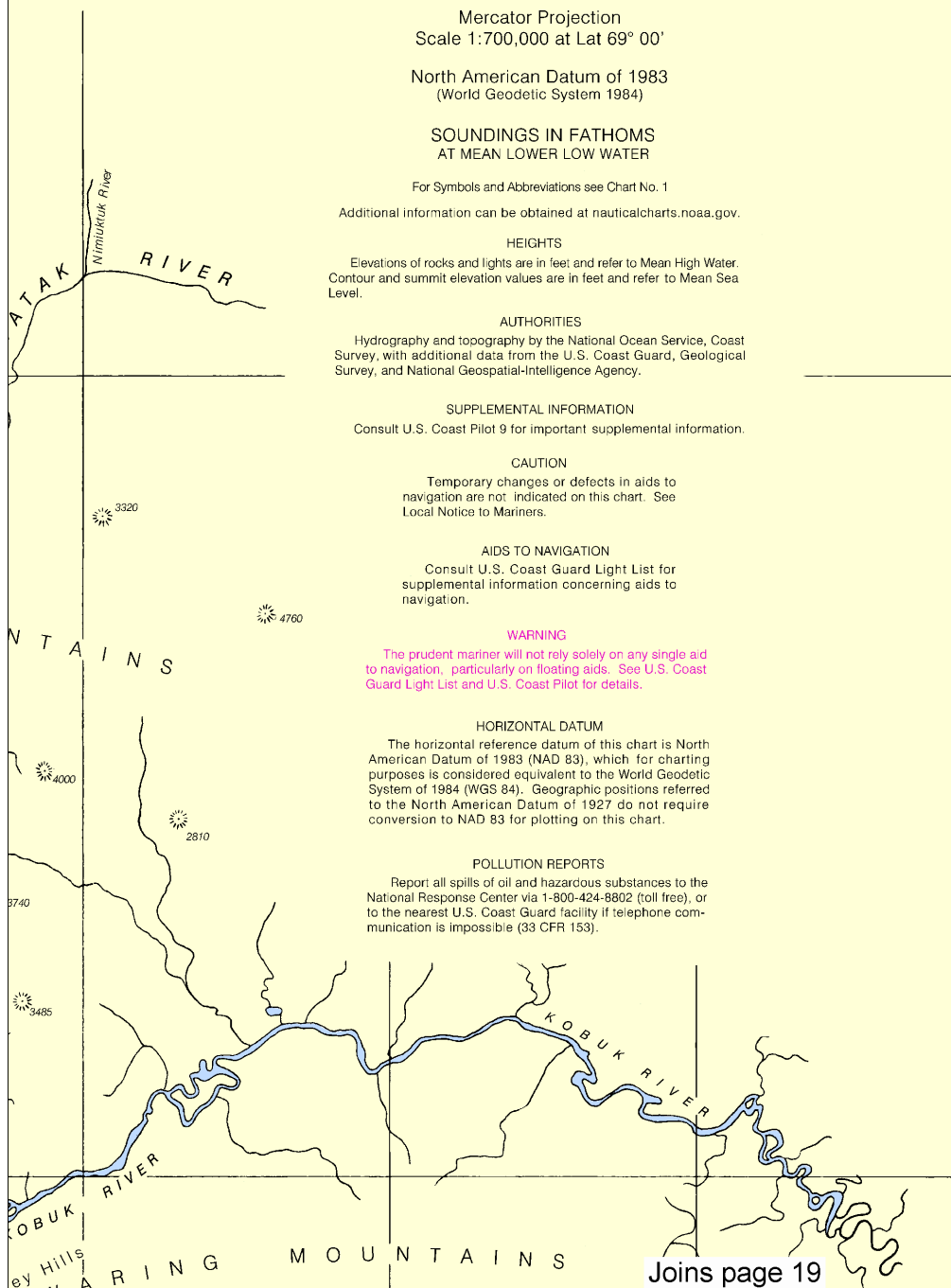
LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9990.....99,900 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M.....Master
W.....Secondary
X.....Secondary
Y.....Secondary
Z.....Secondary

EXAMPLE: 9990-X

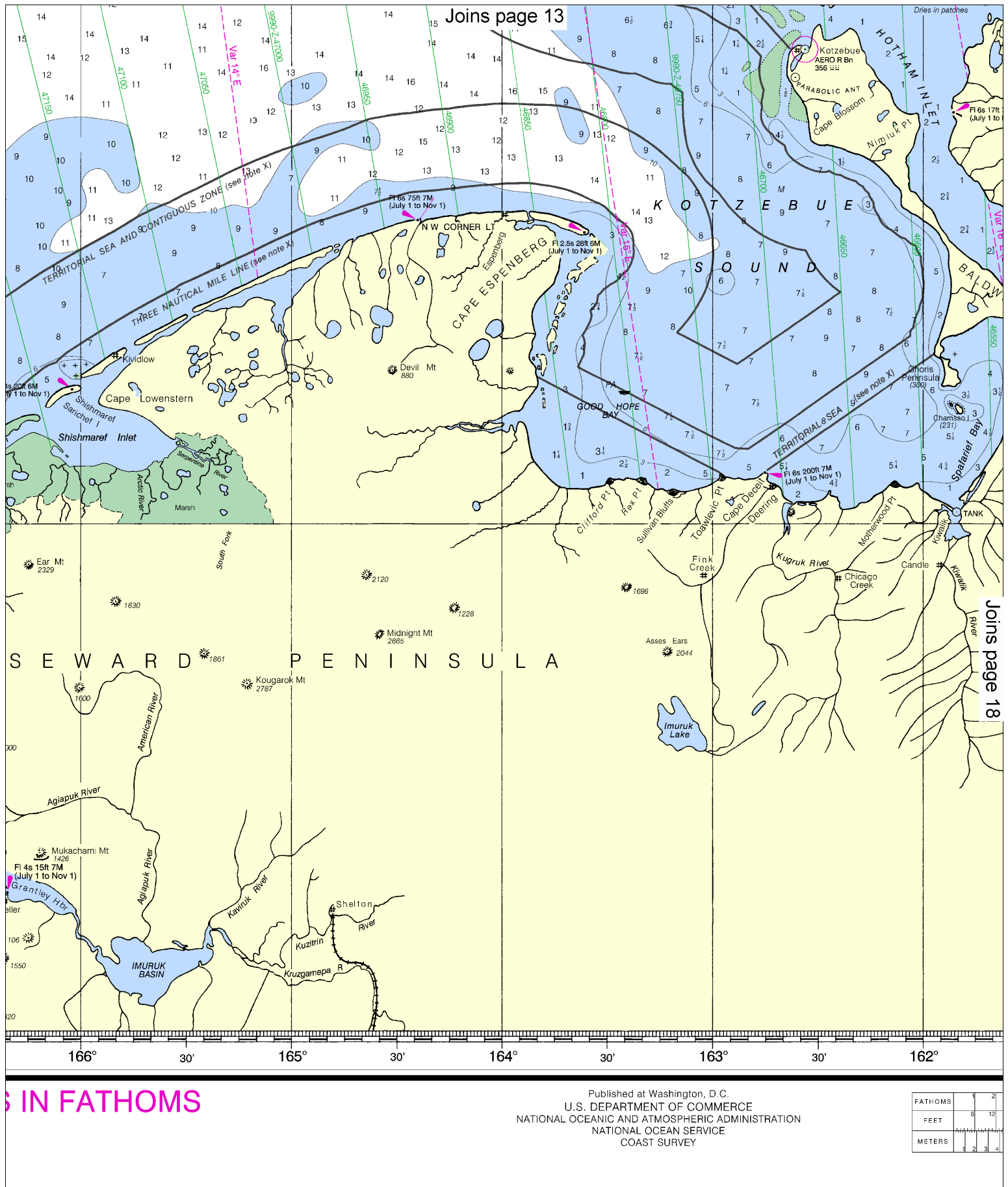
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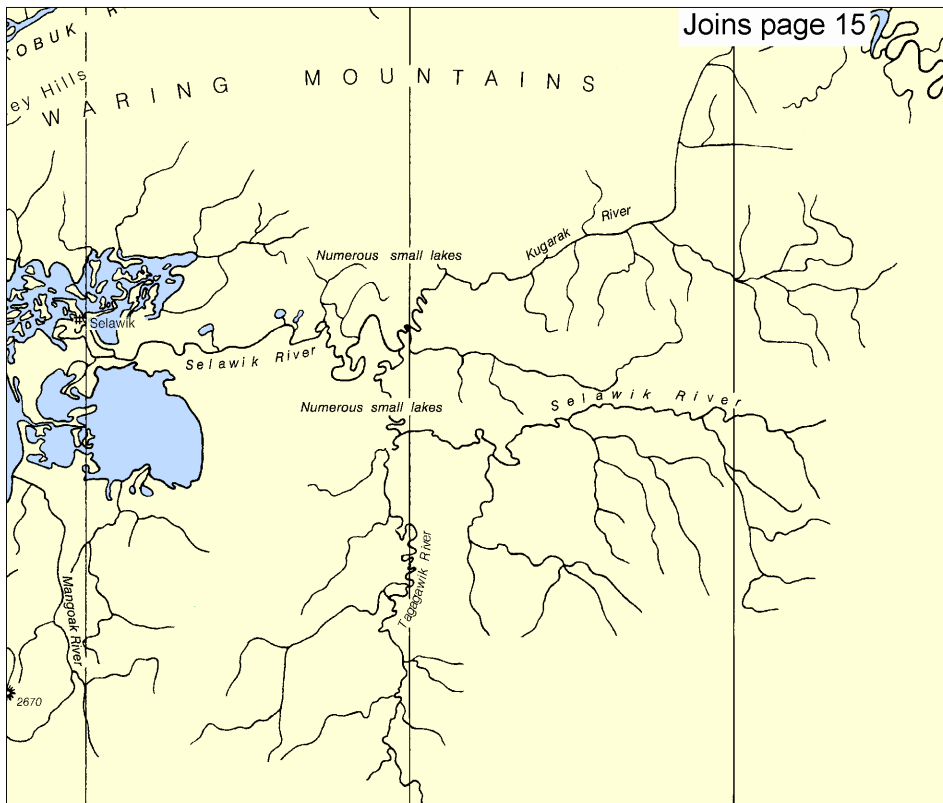
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with survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

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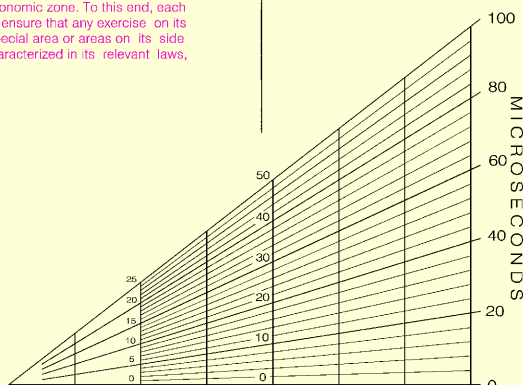
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To the extent that either Party exercises the sovereign rights or jurisdiction in the special area or areas on its side of the maritime boundary in this Article, such exercise of sovereign rights or jurisdiction shall be so characterized in its relevant laws, regulations, and decrees.



LORAN LINEAR INTERPOLATOR

CAUTION

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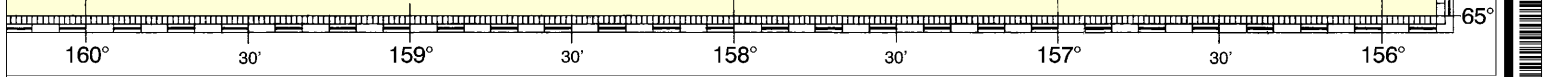
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Cape Prince of Wales to Pt. Barrow

SOUNDINGS IN FATHOMS - SCALE 1:700,000

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16005



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
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Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker